

Signal Technician Supervisor Meeting

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Discussion on Condulets and Junction Boxes

Milton Dean, PE

Telephone: (919) 661-5952

E-MAIL: mdean@ncdot.gov



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Greg Fuller, PE - State ITS and Signals Engineer



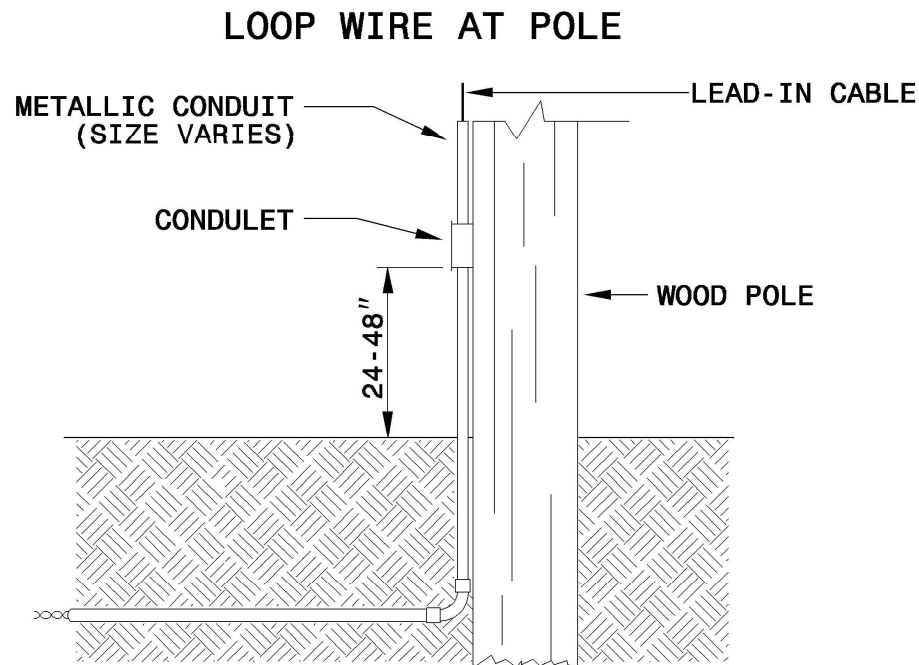
Mission Statement:

To provide safe, efficient movement of traffic at signalized intersections and on congested corridors through the research, design, and implementation of traffic signal and transportation system plans; development of associated project specifications; development of equipment specifications; and development of signal timing for three major types of traffic control equipment applications: isolated traffic signal installations, traffic signal systems, and intelligent transportation systems.

Resources:

[ITSS Design Manual](#)[ITSS Project Special Provisions \(PSP\)](#)[Instructions for using PSP](#)[PSP - Current Version \(V6.7\)](#)[Metal Pole Designs](#)[NCDOT Standard Specifications for Roads and Structures](#)[NCDOT Roadway Standard Drawing Library](#)[Revision to Standard Drawing 1725.01 \(Inductive Detection Loops\) \(November 2008\)](#)

Loop Installation Drawings



NOTE

SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE
IN JUNCTION BOXES OR APPROVED CONDULETS.



Condulets

From 2006 Std. Specifications:

Install conduit on all risers for lead-in cable.

This indicates that all risers with lead-in cable (from loops and pedestrian pushbuttons and even the railroad preempt interconnection) require a conduit. What do we really need?



Junction Boxes

From 2006 Std. Specifications:

Install junction boxes where underground splicing of cable is necessary and where transitioning from below ground to above ground installation or vice-versa.

Do we need to set a maximum distance of run between a pedestal, pushbutton post, signal cabinet or other cable access point at which point a junction box becomes a requirement to insure replacement wiring can be pulled through the riser?



Question

Should condulets be required on all risers with loop wire or lead-in from loops regardless of whether a junction box is installed in the run at the base of the pole?

